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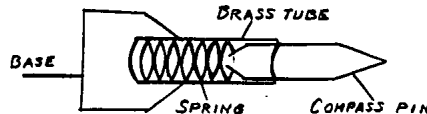
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SHOCK-ABSORBING COMPASS PIN DESIGNED -- Moscow, Morskoy Flot, 28 Mar 53

Technician V. Gnutov has designed a new shock-absorbing compass pin (known as the "Gnutov pin"). It is constructed in the following manner:

The pin is removed from its base, and a brass tube is inserted where the pin was previously seated. A coil spring is then fitted into the tube, and a shortened pin placed in the tube, riding on the spring. The lower end of the pin is connected to the spring in such a way that it can be easily removed if necessary.

This new design serves to cushion the compass pin from the ship's vibration and prevent loss of operating time because of dead needle and other breakdowns. In the past, some ships have been forced to lay up for compass needle replacement four to six times during a navigation season.



Gnutov Compass Pin

S/S RZHEV SAILS FOR NOVAYA ZEMLYA -- Moscow, Vodny Transport, 4 Jul 53

The S/S Rzhev has sailed from Arkhangel'sk for Novaya Zemlya in one of the earliest departures ever made on this run.

The ship will deliver food, manufactured goods, and construction materials to Beluzh'ya Guba, Krestovaya Guba, Russkaya Gavan', and Malye Karmakuly.

Unloading will be done by the ship's crew using the ship's cargo gear, two motor cutters, and two kungas [type of fishing boat used in Far East] which were carried on board from Arkhangel'sk.

USE OF BARGE PUSHING METHOD IN INLAND WATERS -- Moscow, Vodny Transport, 2 Jul 53

In April and May 1953 alone, the Soviet river fleet transported by the pushing method two thirds of the cargo weight transported by this method throughout the entire 1952 navigation season. In 1952, the pushing method accounted for 5.25 per cent of the total freight dispatched by towing; this year it will reach 10.7 per cent of the total and even higher in some lines -- 20 per cent on the Volga Freight Steamship Line, 16.5 per cent on the Western Siberian Steamship Line, and 12.5 per cent on the Lower Irtysh Steamship Line.

The new method has resulted in significant savings of operational time, and many vessels have exceeded their monthly plans as a result. On the Lower Irtysh Steamship Line, the M/S Grekov fulfilled the May plan by 159.7 per cent and the M/S Mares'yev by 143 per cent. Numerous other ships have had equal success.

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Early in the navigation season, the S/S Volganef't' of Volgatanker successfully carried out a trial tow of combined petroleum barges by the pushing method.

On the Lower Irtysh Steamship Line the M/S Pozharskiy under the command of Captain Tishchenko (the first captain to use the pushing method on the Lower Irtysh) took two combination barges [suitable for carrying bulk or other cargoes] from Omsk and pushed them downstream at a speed of 18.5 kilometers per hour, reaching its destination 19 hours ahead of schedule. On this same route, vessels using conventional towing methods average only 14.5 kilometers per hour.

On the Kama River, ships are rapidly converting to the pushing method for conveying tows.

On 23 April, while there was still ice on the river, the S/S Professor Bubnov began towing fuel barges to the upper reaches of the Kama, using the pushing method. The barge Yagorba was delivered 4 hours ahead of schedule with 2,000 tons of fuel. The tow covered 170 kilometers a day, 14 per cent above the distance covered by usual towing methods.

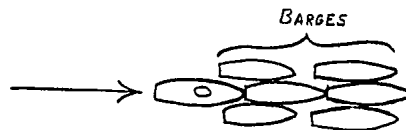
After completing the assignment in the upper reaches of the Kama River, the S/S Professor Bubnov was put into service on the Molotov-Tetyushi line. On her first trip she pushed a 3,000-ton metal barge loaded with cement from Kamskoye Ust'ye to the Kamskaya GES.

The steam tug Drednout has successfully used the pushing method for upstream voyages on the Kamskoye Ust'ye-Shcherbakov line. On 16 July, the Drednout pushed three metal barges from Kamskoye Ust'ye with a total of 6,210 tons of freight.

On the Dnepr River, the S/S Moris Torez under the command of Captain Seredenko made two voyages from Dnepropetrovsk to Kiev, pushing six freight barges each voyage. On the first trip they were 40 hours under the time usually required for the trip, and on the second trip they were 77 hours under the norm. In each case the barges were set up in the following manner:

Two ore carriers were set in a line, the bow of the first to the stern of the second. Each of these had a deadweight tonnage of 600 tons. Two more ore carriers of the same type were tied to the first (forward) barge, one on each side, with their bows 15 meters abaft the bow of the center barge. The final two barges were attached to the second barge [of the original two], one on each side, in such a way that they were forward of the center barge's stern by 15 meters. The tug then placed her bow between the sterns of the last two barges and was in position for pushing.

The weight carried in the first tow was 3,600 tons, and in the second it was 3,100 tons. The 500-ton decrease was due to the fact that two of the 600-ton barges were replaced by two 300-ton barges. The speed of the tow was increased by this change from 5.2 kilometers per hour to 6 kilometers per hour.



Tow Setup for the S/S Moris Torez

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Despite these successes, many steamship companies have not shown serious interest in converting to the pushing technique. Such is the case on the Northwest Steamship Line (chief, Malov), the Northern Steamship Line (chief, Modanov), the Moscow-Oka Steamship Line (chief, Maslyakov), and the Volga-Don Steamship Line (chief, Andreyev).

FOODSTUFF MOVEMENTS ON SOVIET RIVERS -- Moscow, Vodnyy Transport, 10 Sep 53

Vessels of the Western Siberian Steamship Line are carrying grain from storage elevators in Altayskiy Kray, Novosibirskaya Oblast, and Tomskaya Oblast to the northern regions.

Bread grains from the new harvest are moving along the Ob'. The dry cargo diesel vessels ST-202 (Captain Basargin) and ST-207 (Captain Grigor'yev) have delivered the first 500 tons of rye from the wharves on the Shegarka River to Tomsk.

In the last 10 days of August, over 20 diesel vessels passed through the Kuybyshev roadstead loaded with grain from the new harvest and with southern watermelons. On 2 September, the diesel ships ST-153 and Opytnyy passed loaded with melons destined for Moscow. The Opytnyy was on her second voyage to the capital.

The diesels ST-203, ST-417, ST-7, ST-103, ST-146, and others are in Moscow with loads of fruit and vegetables.

The ST-226 has delivered 116 tons of melons and vegetables to Kuybyshev.

MANGAL'SKAYA SHIPYARD ACTIVITY -- Moscow, Vodnyy Transport, 2 Jul 53

The Mangal'skaya Shipyard (Latvia) is building and repairing motorboats for the commercial fleet.

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